



ATTACHMENT B: APPLICATION REFERRALS

| AGENCY | COMMENTS |
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Other External Agencies

Canada Post

Canada Post will be servicing these 49 lots with a community mailbox site. We require it to be located within the development on one of the 3 sites depicted below. Please have the developer contact me to arrange for the exact location. Thank you



Internal Departments

Planning and Development Services (Engineering)

General

- The review of this file is based upon the application submitted. These conditions/recommendations may be subject to change to ensure best practices and procedures.
- As a condition of future subdivision, the applicant is required to submit a Construction Management Plan in accordance with the requirements of the County Servicing Standards. The CMP shall give consideration to the mitigation measures that have been identified within the Biophysical Impact Assessment (Ghostpine Environmental Services – April 2018).



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Geotechnical:

- The applicant submitted a Geotechnical Investigation Report (Nichols Environmental Canada Ltd. – May 4, 2018), which concludes that the subject lands are suitable for the proposed development.
 - The report includes a Slope Stability Assessment which determines that the slopes along the Elbow River are stable. It is recommended that within a setback of 5 metres from the top of the bank (factor of safety = 1.5), no ground disturbance or cutting or removal of vegetation be permitted. Further, within a setback of 18 metres from the top of the bank (factor of safety = 2), it is recommended that no building construction be permitted.
- As a condition of future subdivision, the applicant shall be required to register a restrictive covenant on title, requiring future lot owners to adhere to the slope setbacks specific by the Geotechnical Report.

Transportation:

- The applicant submitted a Transportation Impact Assessment (Bunt & Associates Engineering Ltd. – September 13, 2017), an update to the TIA (Bunt & Associates Engineering Ltd. – September 13, 2017), and subsequent updated Transportation Technical memo (Bunt & Associates Engineering Ltd. – January 12, 2021). It was concluded that the following offsite improvements would support background and development generated traffic in the long term:
 - Type III Intersection Treatment at the intersection of Range Road 34 and Springbank Road, which will provide for a dedicated left turn lane for westbound traffic.
- As a condition of future subdivision, the applicant may be required to dedicate, by Plan of Survey a 5 metre strip of land as road allowance along entire eastern boundary of subject lands. The applicant may also be required to dedicate, by caveat, a 15 metre strip of land as road allowance along entire northern boundary of the subject lands.
 - The Traffic Network study conducted by Watt as part of the Springbank ASP identifies Lower Springbank Road as an east-west connection to Highway 22. Lower Springbank Road is to be built to a Regional Arterial Standard that requires a 30 m road right of way. As a result, 15 m of land may need to be dedicated along the entire north boundary of the subject land for road allowance.
 - The Traffic Network study conducted by Watt as part of the Springbank ASP classifies Range Road 34 to be an Arterial Regional Standard that requires a 30 m road right of way. Currently, the road allowance has a 20 m road right of way width. As a result, 5 m of land may need to be dedicated along the entire eastern boundary of the subject land for road allowance.



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- As a condition for future subdivision, the applicant shall be required to provide payment of the Transportation Offsite Levy, in accordance with the applicable bylaw at time of approval. The amount owing shall be determined at the time of subdivision endorsement.
- As a condition of future subdivision, the applicant shall be required to enter into a Development Agreement, in accordance with the requirements of the County Servicing Standards, for the construction of the onsite roads, as well as offsite improvements identified by the TIA.
- As a condition of future subdivision, the applicant shall be required to enter into a Development Agreement, in accordance with the requirements of the County Servicing Standards, for construction of Range Road 34 between Springbank Road and the proposed southerly access to the Regional Transitional Paved standard including all road infrastructure (i.e. access, cul-de-sac at the termination of the road etc.) in accordance with the County's Servicing Standards.

Sanitary/Waste Water:

- The applicant submitted a Wastewater System Engineering Description (prepared by Sim-Flo Systems Inc., dated September 2020) proposed a wastewater servicing method consists of a collection system, and advanced secondary treatment system, ultraviolet disinfection, and a treated effluent storage lagoon and an irrigation pumping system. This is a communal treatment system in which wastewater from the dwellings first enters individual septic tanks, is then pumped into an underground AX-Max system where treatment occurs, and finally effluent is pumped to a subsurface disposal field.
- As a condition of future subdivision, the applicant shall enter into a Development Agreement for the construction of the onsite wastewater collection, treatment and disposal system.
- As a condition of future subdivision, the applicant shall enter into a Site Improvements / Services Agreement for the implementation of the septic tanks and effluent pumps, as required on each lot.
- As a condition of future subdivision, the applicant shall be responsible for providing all required Alberta Environment approvals, inclusive of any setback relaxation for the proposed wastewater disposal system, prior to Development Agreement endorsement by the County.
- As a condition of future subdivision, the applicant shall be required to secure all necessary easements and utility rights-of-way for all proposed wastewater infrastructure inclusive of any Operation and Maintenance Agreement that may be required.

Water Supply And Waterworks:

- The applicant has proposed water servicing from the connection to the Calalta Waterworks Ltd.



| AGENCY | COMMENTS |
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| | <ul style="list-style-type: none"> • <u>As a condition of future subdivision</u>, the applicant shall be required to secure all necessary easements and utility rights-of-way for all proposed water infrastructure. • Fire suppression infrastructure shall be a charged hydrant system required to meet the requirements of the County Servicing Standards and the Fire Hydrant Water Suppression Bylaw. • All Alberta Environment approvals shall be the sole responsibility of the applicant. <p>Storm Water Management:</p> <ul style="list-style-type: none"> • The applicant has submitted a Proposed Site Grading Plan (Nichols Environmental Canada Ltd. – November 5, 2018), which identifies proposed finished grades, overland drainage flows and location of a stormwater management pond. The site will utilize swales and ditches to convey water from the lots and roads to a communal stormwater pond. • The applicant has provided a Hydrological Modelling and Stormwater Analysis Design (Nichols Environmental Canada Ltd. – August 17, 2020), and subsequent addendum (August 27, 2020). The report demonstrate that the stormwater can be managed through a system of ditches and storm pond to meet the unit release rate outlined in the Springbank Master Drainage Plan. • <u>As a condition of future subdivision</u>, the applicant shall be required to enter into a Development Agreement for the construction of the stormwater management infrastructure, including but not limited to: swales, ditches, bioswales, stormwater pond & maintenance access road, and outlet control structure. • <u>As a condition of future subdivision</u>, the applicant shall provide an Overland Drainage Right-of-Way plan and enter into a Utility Right-of-Way Agreement with the County, which shall protect all Stormwater Management Infrastructure. • <u>As a condition of future subdivision</u>, the applicant shall submit an Erosion and Sedimentation Control Plan, in accordance with the requirements of the County Servicing Standards. • <u>As a condition of future subdivision</u>, the applicant shall provide confirmation of EPEA registration for the stormwater infrastructure, prior to Development Agreement endorsement by the County. <p>Environmental:</p> <ul style="list-style-type: none"> • The applicant submitted a Phase II Environment Site Assessment (Nichols Environmental Canada Ltd. – July 10, 2020) based on recommendations of the Phase I ESA. The report concluded that all soil sample analyzed were reported are below applicable guidelines for petroleum hydrocarbon (PHC) and therefore the environmental risk are considered to be low and no further investigation is required. |



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| | <ul style="list-style-type: none"> The applicant has submitted a Biophysical Impact Assessment (Ghostpine Environmental Services – April 2018). The BIA identifies wetlands within the subject land, which will be disturbed by the proposed development. <u>As a condition of future subdivision</u>, the applicant shall provide confirmation of Alberta Environment Water Act approval for wetland disturbance and compensation, prior to development agreement endorsement by the County. |
| Road Operations | <p>Comments on Proposal:</p> <ol style="list-style-type: none"> 1) No concerns with the proposed change in minimum parcel size from 0.98 acres to 1.2 acres, increasing the sizing for Accessory Buildings and updated parcel plan for the subdivision development. 2) Applicant to be reminded to contact County Road Operations with haul details for materials and equipment needed for the proposed subdivision development to confirm if a Road Use Agreement will be required for any hauling along the County road system pursuant to the County's Road Use Agreement Bylaw C-8065-2020. 3) Has the applicant been asked to prepare a Traffic Impact Assessment for this proposed development to confirm if traffic generated from this proposed development will trigger any upgrade to the existing gravel surfaced Rge Rd 34 south of Springbank Rd which will be used to access the development? Increased traffic volumes on this gravel road may create dust concerns that will need to be addressed. <p>Comments on Parking Along Range Road 34:</p> <ol style="list-style-type: none"> 1) Existing Rge Rd 34 roadway surface width south of Springbank Rd is not wide enough to accommodate safe parking of vehicles along the road shoulder area without impeding traffic movements. The road cross-section would have to be upgraded. 2) Existing road right-of-way width (20 m) for Rge Rd 34 south of Springbank Rd may not be wide enough to build a separate parking area off the road. Would most likely have to purchase additional right-of-way. 3) Circular cul-de-sac or circular off-set cul-de-sac construction at the end of Rge Rd 34 should not be used for vehicle parking because it would impede snow plowing activities. |
| Capital Project Management | Capital Projects does not have any projects noted in that area |
| Utility Services | No comments |
| Agricultural and Environmental Services | <p>Agricultural Services Staff Comments: If approved, the application of the Agricultural Boundary Design Guidelines will be beneficial in buffering the residential land use from the agricultural land surrounding it. The guidelines would help mitigate areas of concern including: trespass, litter, pets, noise, providing a visual barrier and concern over fertilizers, dust & normal agricultural practices.</p> |



ROCKY VIEW COUNTY

Circulation Period: February 10, 2021 to March 4, 2021.

Agencies that did not respond, or were not required for distribution, are not listed.

Administration Resources

Logan Cox, Planning & Development Services